

Complete Streets Advisory Council



Presentation to the State
Transportation Commission

May 17, 2012

Overview

- History of Complete Streets
- Success Stories
- Importance of Policy
- Funding Options/Sources
- Other State's Policy Language
- Outreach Plan



Complete Streets

- Signed into law August 2010
 - Public Act 135 amends Public Act 51 of 1951 which governs expenditure of state transportation funding
 - Public Act 134 amends Michigan Planning Enabling Act to encourage including transportation in local Master Plans



Complete Streets Definition

- P.A. 135 of 2010

“...roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.”



Complete Streets Advisory Council

- Appointed by Governor
- Variety of interest groups – 18 total
- To provide education and advice to all agencies on development, implementation, and coordination of complete streets policies
- Annually reports to Governor, Legislature and STC



CSAC Members

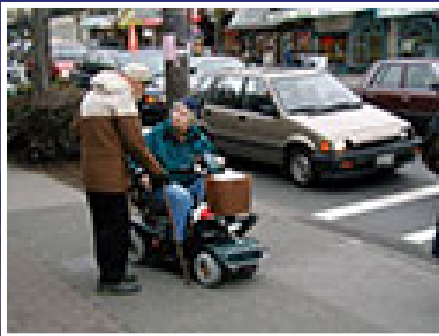
- **Suzanne Schulz, Chairperson**
The Michigan Municipal League
- **John Niemela, Vice Chairperson**
Road Commission Organization
- **Andrea Brown, Secretary**
Planning Organization
- **Kirk Steudle**
State Transportation Department
- **Rochelle Hurst**
Department of Community Health
- **Lieutenant Gary Megge**
Department of State Police
- **Linda Miller-Atkinson**
State Transportation Commission
- **Megan Olds**
Environmental Organization
- **Carolyn Grawi**
Organizations for People with Disabilities
- **Kelli Kavanaugh**
Public Transit Users Organization
- **Gary Piotrowicz**
Licensed Professional Engineer
- **Karen Kafantaris**
American Association of Retired Persons (AARP)
- **Barbara Schmid**
League of Michigan Bicyclists
- **Rory Neuner**
Pedestrian Organization
- **Christopher White**
Michigan Public Transit Association
- **Ken Fletcher**
Michigan Township Association
- **Steve DeBrabander**
Department of Natural Resources (non-voting)
- **James Tischler**
Michigan State Housing Development Authority (non-voting)

CSAC Vision

- A transportation network that is accessible, interconnected, and multimodal and that safely and efficiently moves goods and people of all ages and abilities throughout the State of Michigan.
- A process that empowers partnerships to routinely plan, fund, design, construct, maintain and operate complete streets that respect context and community values.
- Outcomes that will improve economic prosperity, equity, accessibility, safety, and environmental quality.



Users of All Ages & Abilities

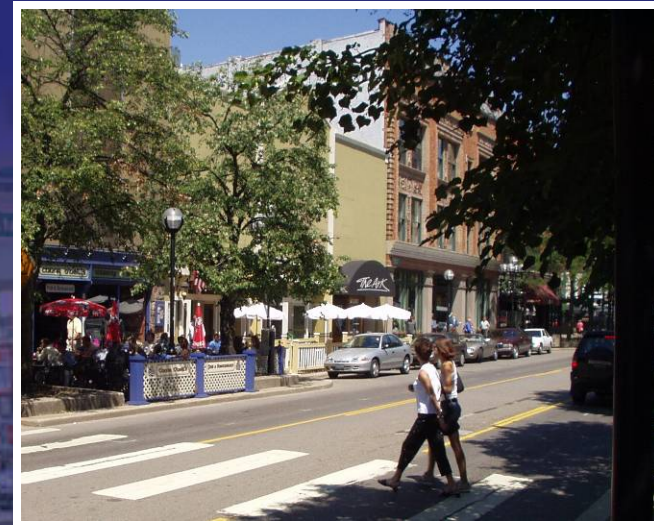


- Motorists
- Bicyclists
- Commercial traffic
- Emergency responders
- Transit operations
- Pedestrians
- Users of mobility devices
- Seniors
- Children
- Others



Complete Streets are Economic Development

- Mobile workforce and industries
- Quality of life is a deciding factor
- Access to opportunities
- Choice in travel is vital to attracting international talent and industry
- Transportation is $\sim 1/5$ of a household's income; lower costs means more for consumer spending



Complete Streets are Good Value

- Every 1 point improvement in walkscore equates to \$500 to \$3,000 increase in housing value
- Every 400 feet closer to bicycle facility equates to \$510 additional home value



Complete Streets are Health and Welfare



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- 31.7% of adults and 16% of children in Michigan are obese
- 1 in 3 people will be diagnosed as diabetic
- Managing diabetes costs insurance companies approximately \$40,000 per year
- In 2008, Michigan spent \$3.1 B in obesity related medical costs
- MDCH has estimated obesity medical costs at \$12.5 B by 2018

Complete Streets

Provide Transportation Options

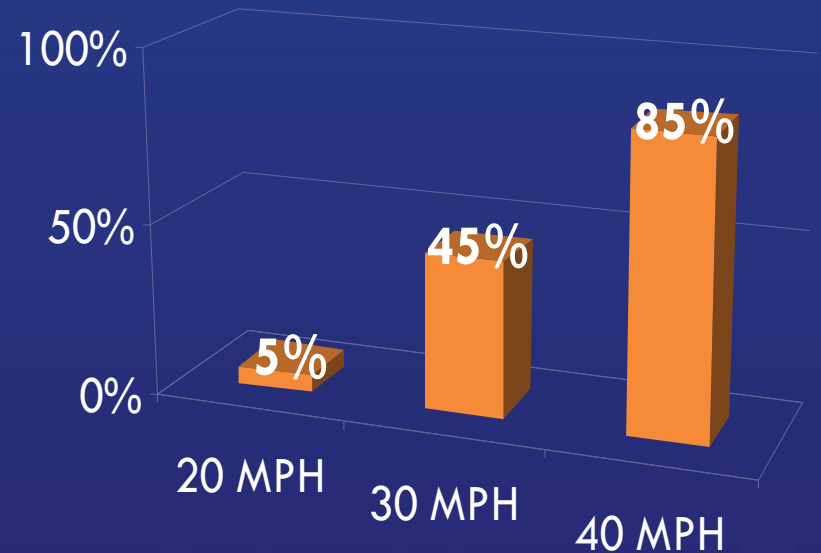
- 40% of trips nationwide are 3 miles or less; ***72% of trips less than 1 mile are made by auto***
- In Michigan, 90.5% of trips were made by auto
- Michigan trips are trending shorter, especially in small cities and rural areas



Complete Streets can Increase Safety

- Slower traffic speeds reduce crash severity
- Pedestrian signals at proper locations can reduce pedestrian crashes
- Four to Three Lane Conversions (Road Diet)
 - 29-34% crash reduction
 - 68% injury reduction
- Multi-modal design
 - 90% decrease in pedestrian fatalities
 - 75% decrease in bike fatalities

% Pedestrian Fatalities in Crashes

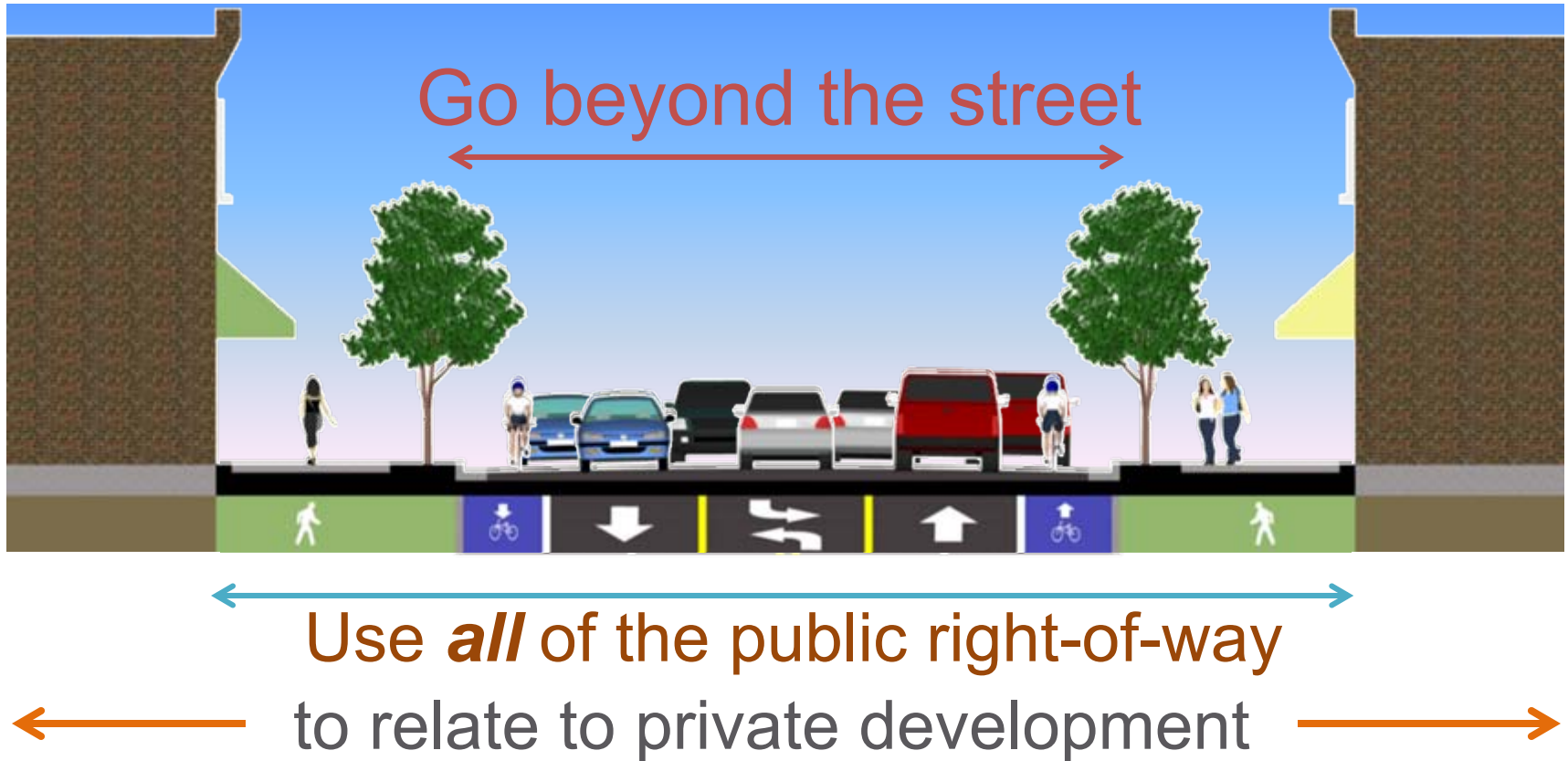


Source: *Killing Speed and Saving Lives*, UK Dept. of Transportation, London, England 1994.

... installing pedestrian and bicycle facilities can reduce the risk of crashes by 28%.

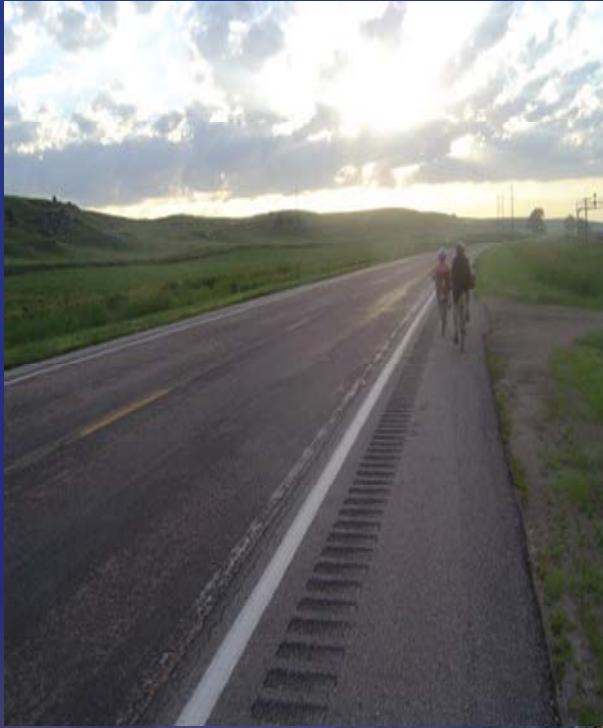
-National Complete Streets

An Expanded View of Streets





Defining the Context



Rural



Suburban



Urban

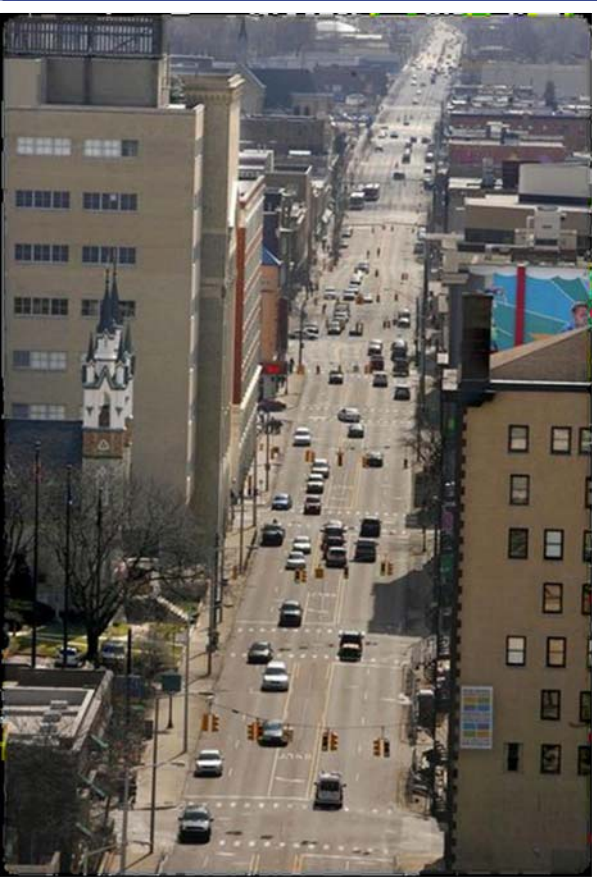
Urban

US-41 Sheldon Avenue, Houghton

- Multiple funding sources
- Brick-paver roads
- Utility upgrades
- Historically Relevant Design
- New Sidewalks
- ADA Ramps
- New lighting



Urban US-131BR (Division Avenue), Grand Rapids



Before



After

- Converted 5 narrow urban lanes to 3-lanes and bike lanes in downtown for 0.5 miles
- Part of joint City & MDOT jurisdiction for a one-mile segment
- Near colleges and downtown businesses, including new MSU Medical School

Suburban M-53 – 26 Mile Road Roundabout, Shelby Twp.



- Project included construction of 2 Modern Roundabouts and Non-Motorized Paths at the 26 Mile Road Interchange
- Multiple funding sources
- **Stakeholders:** MDOT, Shelby Township, Macomb Orchard Trail Commission

Rural M-119, Emmet County



- Good example of road that fits the context
- Defined by community in partnership with MDOT through the Heritage Route program
- Multiple funding sources



Type of Street or Function

Highway



Connector



Arterial



Local



Considerations

- Signals & Beacons
- Restriping (Road Diet)
- Signage & Markings
- Shoulder widening



Funding is Very Competitive

- **Federal:** Transportation Enhancements, Safety funds, SR2S, CMAQ, TIGER grants
- **State:** Act 51, Economic Development grants, Healthy Living grants
- **County:** Economic Development grants, Millage, Road Commission Act 51 funds, proposed County-wide registration fee
- **City:** Millage, Special Assessment, Bonding
- **Private:** Foundations, Downtown Development Authority
- **All of the above**

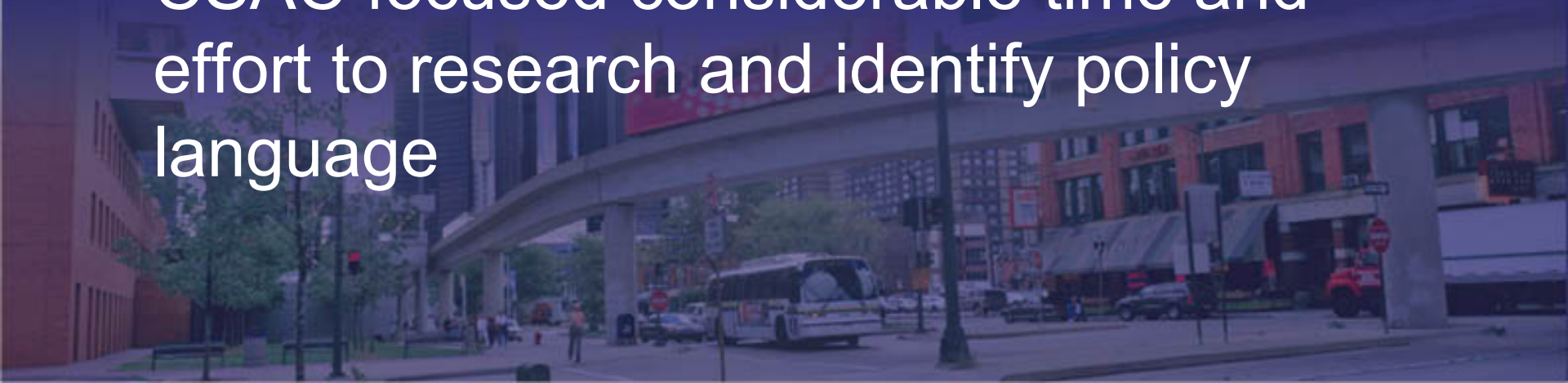


Liability

- Do we need legislation to limit liability?
 - Answer is “No”...
 - Based on current law and Supreme Court makeup
 - MDOT & County immune on design
 - Maintenance standard is to “maintain the highway in reasonable repair”
 - MDOT & County only liable for defects in “the improved portion of the highway designed for vehicular travel” (between the white lines)
 - Law/Court interpretations could change and impact implementation of Complete Streets

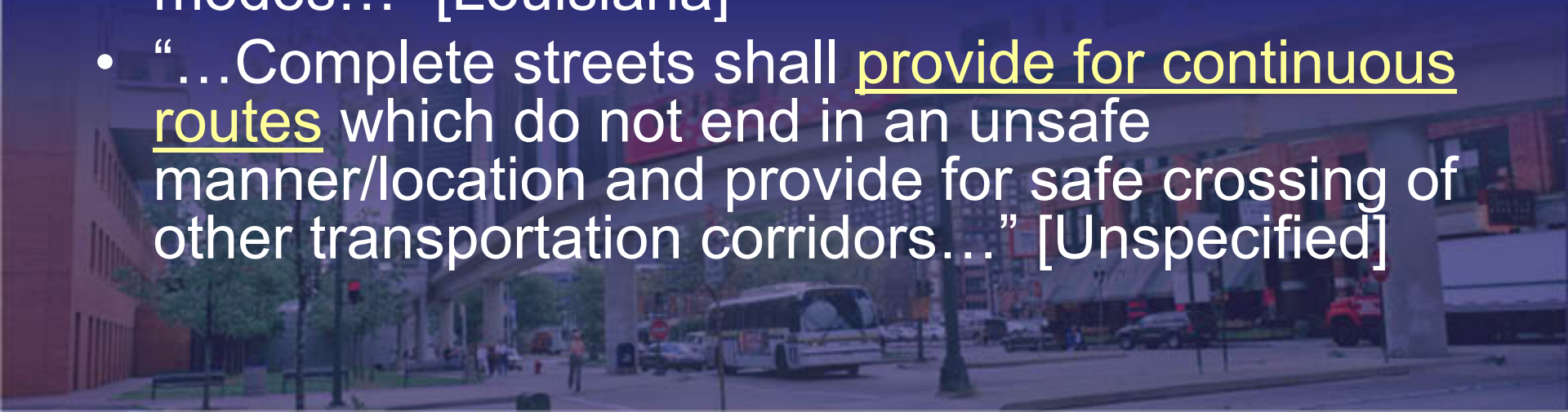
Other State's Policy Language

- Sample policy language requested for:
 - Safety
 - Context
 - Functional Classification
 - Cost
- CSAC focused considerable time and effort to research and identify policy language



Safety

- “...full consideration for bicyclists and pedestrians safety and mobility on the roadways system needs to be an integral part of the project development process...” [Colorado]
- “...All projects shall consider the impact improvements will have on the safety for all users and make all reasonable attempts to mitigate negative impacts on non-motorized modes...” [Louisiana]
- “...Complete streets shall provide for continuous routes which do not end in an unsafe manner/location and provide for safe crossing of other transportation corridors...” [Unspecified]



Context

- “...suitable multimodal alternatives will be incorporated as appropriate in all new and improved infrastructure projects...” [North Carolina]
- “...collaborate with cities, towns, and communities to ensure pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision...” [North Carolina]
- “...well-planned and designed transportation system that is responsive to its context and meets the needs of its users is the result of thoughtful planning and engineering...” [Louisiana]

Functional Classification

- “...Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements...” [New Jersey]



Cost

- Diversified funding sources should be explored, prioritized and implemented [Hawaii]
- Cities & Counties understand they have to share in costs to include CS elements [Minnesota]
- “... may lead to reprioritizing work.” [Colorado]
- “... encourages use of low cost solutions to increase safety and mobility; focuses on high priority bicycle corridors for more costly improvements and maintenance.” [Colorado]



Elements of an Ideal Complete Streets Policy

- Sets a vision
- Specifies all users
- Creates a network
- All agencies and all roads
- All projects
- Exceptions
- Design criteria
- Context-Sensitive
- Performance measures
- Implementation

Link to National Complete Streets Coalition publication “Complete Streets Policy Analysis 2010: a Growing Story of Strength”

<http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>

Model Local Policies

- Council's charge also includes: *“Advise the STC on adoption of model policies”*.
- Council members will be addressing this issue at the July 2012 meeting
- Recommendations will be shared with the STC



Outreach

- Public forums & presentations
- Media relations
- Online information
- Economic data
- Work within existing relations

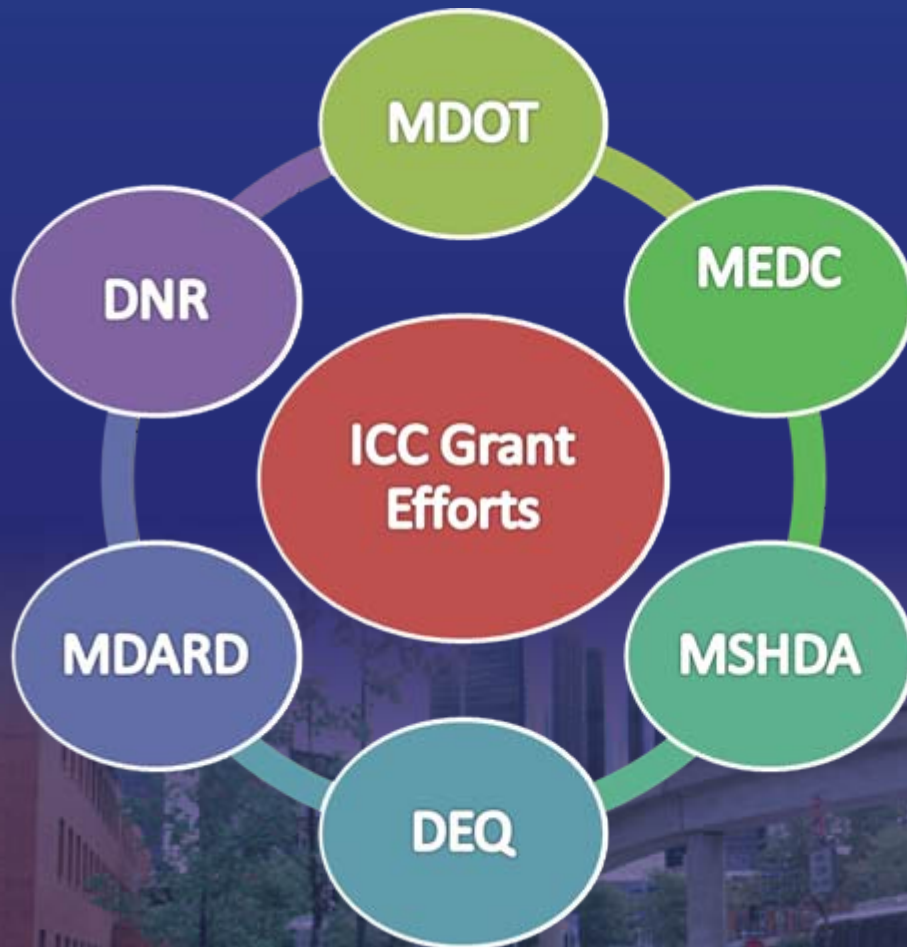


Outreach

- Connections between state agencies already occurring
 - Interdepartmental Collaboration Committee (ICC) provides focus/direction towards Michigan's reinvention
 - Includes MDARD, DEQ, LARA, DNR, DTMB, Treasury, MDOT, and MSHDA
 - Governor's Cities Team is a multi-departmental team that is exploring various opportunities to help cities reinvent themselves
 - Other multi-disciplinary teams are currently meeting on many issues, including Placemaking, Transportation and Rural Development issues



MDOT Collaborative within ICC



Grant Program
Coordination



Grant Staff
Coordination



Much has been done...

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But there is still more to do.

Questions???

